1. GENERAL

1.1. ATIS
ATIS 120.22

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL
All engine tests only with authorization from the APT Duty Officer and ATC with special caution.
Engine tests requiring higher power than idle run admissible on Apron 2 or Apron 3 only.

1.2.2. CONTINUOUS DESCENT APPROACH (CDA)
Depending on the air traffic congestion, ATC will use radar vectoring supplemented with information on miles remaining to the TDZ (distance-to-go (DTG) for final APCH).
During radar vectoring, ACFT crews shall expect descent below FL 80 within 25 NM to touchdown.
Unless instructed otherwise, the pilots shall:
- MAX 220 KT before commencing the descent from FL 80;
- perform APCH so as the noise impact on the ground is reduced while continuous descent approach procedure is applied.

1.3. TAXI PROCEDURES
Taxiing of ACFT with wingspan greater than 164’/ 50m via TWYs B, E3 and A.
NIGHT taxiing on aprons 2 and 3 and along TWYs D, G1, G2, G3 and G4 by Follow-me only.
Assumption of responsibility over the ACFT taxiing to designated stands takes place on TWY E after the pilot has communicated to ATC visual contact with the marshaller.
Assumption of responsibility in other parts of manoeuvring area is allowed if it has been coordinated with KATOWICE Twr controller.
Lowered friction coefficient occurs during and just after rainfall on TWY S.
Caution advised during taxiing.

1.4. PARKING INFORMATION
Stands 1 thru 3 and 10 thru 15 are self-taxiing without push-back. ACFT moving on apron with minimal power of engines only.

2. DEPARTURE

2.1. DE-ICING
De-icing is on stand 18, on Apron 1 stands 1 thru 3 and on Apron 3. Taxiing and positioning of ACFT for de-icing by Follow-me only.
The MRVA values already include a correction for temperature higher and equal -25°C. The values in brackets include a correction for temperature higher and equal 0°C.
TEMPORARY CONSTRUCTION WORKS
REFER ALSO TO LATEST NOTAMS

STAGE 1
3 JAN to 30 NOV 2011 estimated

Phase 1:
Between 13 JAN to 30 APR 2011 estimated.
Closure of twy E2 from Eastern edge of Stand 1 on Apron 1 eastwards to the point located ca. 150m from the Western edge of twy D.
Closure of twy G1, G2, G3.

Phase 2:
Between 1 MAY to 30 NOV 2011 estimated.
Closure of twy D and intersection of twy E2 and twy D.

STAGE 2
1 FEB 2012 to 17 MAY 2013 estimated

Phase 1:
Between 1 FEB 2012 to 30 JUN 2012 estimated.
Closure of twy E1 and twy G4.

Phase 2:
Between 1 JUL 2012 to 17 MAY 2013 estimated.
Closure of twy E2.

CHANGES: Temporary construction works.
### Additional Runway Information

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>09</td>
<td>HIRL (60m)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>HIRL (60m)</td>
<td>8031' 2448m</td>
<td>197' 60m</td>
</tr>
<tr>
<td></td>
<td>RVR</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RVR</td>
<td></td>
<td></td>
</tr>
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</table>

#### Standard

<table>
<thead>
<tr>
<th>TAKE-OFF</th>
<th>LVP must be in Force</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>250m</td>
</tr>
<tr>
<td>B</td>
<td>250m</td>
</tr>
<tr>
<td>C</td>
<td>400m</td>
</tr>
<tr>
<td>D</td>
<td>300m</td>
</tr>
</tbody>
</table>

1 Operators applying U.S. Ops Specs: CL required below 300m.

**Changes:** Notes transferred to 10-1P.
**INS COORDINATES**

**STAND No.** | **COORDINATES** | **STAND No.** | **COORDINATES**
--- | --- | --- | ---
APRON 1 | 1 thru 4 | N50 28.3 E019 04.5 | 30 | N50 28.3 E019 06.0
5 thru 7 | N50 28.3 E019 04.4
8, 9 | N50 28.3 E019 04.3
10 thru 14 | N50 28.3 E019 04.2
15 | N50 28.3 E019 04.1
HOLDING BAY | 18 | N50 28.4 E019 05.7 | APRON 2 | 20, 21 | N50 28.3 E019 05.2
22, 23 | N50 28.3 E019 05.1
24 thru 28 | N50 28.3 E019 05.0

APRON 3 | 31, 32 | N50 28.3 E019 05.9
33, 34 | N50 28.3 E019 05.8
35 thru 38 | N50 28.3 E019 05.7

**APRON 2**

**APRON 3**
**BRIEFING STRIP**

**EPKT/KTW**

**Final Apch Crs**

**086°**

**Minimum Alt**

No FAF

**CDFA DA(H)**

**1660' (689')**

**Apt Elev**

**994'**

**RWY**

**971'**

**FT/METER CONVERSION**

**QNH**

- 1840' (846')
- 1830' (836')
- 1690' (696')
- 2960'

**KATOWICE Tower**

**Lctr**

**121.8**

**MAP at Lctr**

- Standard

**TRK 50'**

**MHA 2960**

**MAX FL 140**

**NDB Rwy 09**

**Rwy Elev: 35 hPa**

**Trans level: By ATC**

**Trans alt: 6570'**

**Base turn restricted to MAX 185 KT.**

**CHANGES:**

- 1886'**

**CDFA**

- **DA(H) 1660' (689')**

**non-CDFA**

- **MDA(H) 1660' (689')**

**ALS out**

- **ALTS out**

**Max KT's**

- **MDA(H) max VIS**

**VIS**

- **1690' (696') 1500m**

- **1690' (696') 1600m**

- **1830' (836') 2400m**

- **1840' (846') 3600m**

**PANS OPS 3**

- **After non-CDFA:**
  - 1 VIS 3400m.
  - 2 VIS 3600m.

**MISSPelled APCH:**

Climb STRAIGHT AHEAD to 2960', then as directed.
If no instruction issued turn LEFT (MAX 185KT) to Lctr.

**ATIS**

- **120.22**

**KTW**

- **326**

**Final Apch Crs**

- **086°**

**Minimum Alt**

- No FAF

**CDFA DA(H)**

- **1660' (689')**

**Apt Elev**

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- **MDA(H) 1660' (689')**

**ALS out**

- **ALTS out**

**Max KT's**

- **MDA(H) max VIS**

**VIS**

- **1690' (696') 1500m**

- **1690' (696') 1600m**

- **1830' (836') 2400m**

- **1840' (846') 3600m**

**PANS OPS 3**

- **After non-CDFA:**
  - 1 VIS 3400m.
  - 2 VIS 3600m.

**CHANGES:**

Missed approach.
**EPKT/KTW**  
**PYZOWICE**  
**KATOWICE, POLAND**  
**NDB Z Rwy 27**

**BRIEFING STRIP**

**ATIS**  
120.22  
121.07  
121.8

**NDB**  
KTC  
285

**Final Apcr Crs**  
266°

**Procedure Alt**  
KTC NDB  
1840' (846')

**DA(H)**  
1420' (426')

**Apt Elev**  
994'

**MHA 2960**

**MAX FL 140**

**KATOWICE**  
326 KTW

**KATOWICE Tower**  
285 KTC

**NDB Z Rwy 27**

**KTC LCTR:**  
1840'

**KTC LCTR:**  
1440'

**KATOWICE**  
326 KTW

**KTC NDB**  
2960'

**QNH**

**FT/METER CONVERSION**

<table>
<thead>
<tr>
<th>6570' - 2000m</th>
<th>2960' - 900m</th>
<th>2790' - 850m</th>
<th>1840' - 560m</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000m</td>
<td>900m</td>
<td>850m</td>
<td>560m</td>
</tr>
</tbody>
</table>

**Gnd speed:**  
Kts  
70  
90  
100  
120  
140  
160  
180

**Descent angle**  
3.5°

**MAP at KTW LCTR**

**NDB Z Rwy 27**

**PANS OPS 3**

**CHANGES:** ATIS frequency. MSA. Missed approach. Procedure.
### FT/METER CONVERSION

<table>
<thead>
<tr>
<th>QNH</th>
<th>Conversion</th>
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</thead>
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<tr>
<td>6570' - 2000m</td>
<td>50-55</td>
</tr>
<tr>
<td>2960' - 900m</td>
<td>50-35</td>
</tr>
<tr>
<td>2790' - 850m</td>
<td>50-30</td>
</tr>
</tbody>
</table>

### BRIEFING STRIP

<table>
<thead>
<tr>
<th>Lctr KTW</th>
<th>Final Apc Crs</th>
<th>Minimum Alt</th>
<th>DA(H)/MDA(H)</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>326</td>
<td>266°</td>
<td>No FAF</td>
<td>Refer to Minimums</td>
<td>994'</td>
</tr>
</tbody>
</table>

### MISSED APCH:

- Climb STRAIGHT AHEAD to 2960', then as directed.
- If no instruction issued turn RIGHT (MAX 185 KT) to Lctr.

### Gnd speed-Kts

- 70
- 90
- 100
- 120
- 140
- 160

### Descent angle

- 3.0°

### MAP at Lctr

<table>
<thead>
<tr>
<th>DIST to Lctr</th>
<th>ALTITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Min</td>
<td>1840'</td>
</tr>
<tr>
<td>3 Min</td>
<td>2160'</td>
</tr>
<tr>
<td>4 Min</td>
<td>2480'</td>
</tr>
<tr>
<td>5 Min</td>
<td>2790'</td>
</tr>
</tbody>
</table>

### STRAIGHT-IN LANDING RWY 27

- **CDFA**
  - DA(H) AB: 1600' (606')
  - CD: 1840' (846')
- **non-CDFA**
  - MDA(H) AB: 1600' (606')
  - CD: 1840' (846')

### CIRCLE-TO-LAND

<table>
<thead>
<tr>
<th>Max</th>
<th>MDA(H)</th>
<th>VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600' (606')</td>
<td>1500m</td>
<td>1</td>
</tr>
<tr>
<td>1650' (656')</td>
<td>1600m</td>
<td>2</td>
</tr>
<tr>
<td>1840' (846')</td>
<td>2400m</td>
<td>2</td>
</tr>
<tr>
<td>1840' (846')</td>
<td>3600m</td>
<td>3</td>
</tr>
</tbody>
</table>

### PAN OPS 3

| After non-CDFA: | 1 VIS 3000m. | 2 VIS 4200m. |

---

**CHANGES:** ATIS frequency, MSA, Procedure, Minimums.

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